

WASHINGTON. Liberty and Union, now and forever, one and inseparable.

THURSDAY, JULY 21, 1859.

THE DEMOCRACY OF NEW YORK.

The "Union" of yesterday contains the resolutions adopted on Friday last by the "Democratic Republican" State Committee of New York, declaring their attachment to and approval of the Baltimore Democratic Platform and of the President's inaugural Address, but does not inform its readers that these resolutions, like a similar series of the State Legislature, were passed by only one branch of the Democratic party. The Albany Argus of Monday tells this part of the story, as follows: "We publish to-day the official account of the proceedings of the Democratic State Committee, held in New York, pursuant to notice, on Friday last. "Our telegraphic despatch, published on Saturday, will have prepared our readers for the leading incidents of the meeting; the organization of the committee for the first time since its establishment by the State Convention; the adoption of resolutions cordially approving of the principles and doctrines laid down in the Baltimore Platform and reprinted in the President's inaugural address; the approval of the proposed constitutional amendments; the calling of a State Convention; and the secession of the only Free or Baraburner members of the committee in attendance. "It will be seen that because the State Committee preferred to promulgate as its own the doctrines and principles of the National Democracy as proclaimed at Baltimore and reiterated in the inaugural, and to do this in the identical language of the inaugural, as embodied in the series of resolutions introduced by Mr. D. B. TAYLOR to the Assembly and adopted by that body, the Freeholders of the committee, following the lead of the Freeholders of the House, when brought to the test of a vote on them, shrank from the ordeal and left the room in which the committee were assembled. The scene was a pathetic, though on a smaller scale, of the 'stampede of the Buffaloes' in the Assembly, led off by the Speaker, short time before; and adds, if possible, significance of importance to that memorable 'show of heels,' in that of hands, on the cardinal points of faith and practice with which the Democracy of the Union and the Democratic Administration stand identified before the country. "The facts, connected or otherwise, are eminently suggestive. They speak for themselves of the alienage, now, therefore, of the Freehold faction in this State from all party with the common brotherhood of the National Democracy, and form an instructive lesson for the study of political doctors and teachers, here and elsewhere."

FAILURE OF UNITED STATES STEAMSHIPS.—The United States Government appears to be very unfortunate with its steamships. The Princeton, now at Portsmouth, N. H., is said to be an utter failure. On her late passage from Norfolk she was beaten forty-eight hours by the Fulton. The San Jacinto, lying at Philadelphia, is said to be disabled and almost worthless condition. A survey has been made upon her engines, and the report sent to Washington is of such a nature that a new pair will have to be constructed. The machinery in her is reported as being so faulty in plan and deficient in power that the San Jacinto can never be effectively used. The machinery was built by Messrs. Merrick & Son, of Philadelphia, after plans prepared for the Department by one of the engineers attached to the navy, who, on her late passage, it is said, became so disheartened at her failure that he deserted his post, leaving his assistant to bring her home. It is remarkable that, while with engines and hull built through private enterprise there is no such record as that poor Uncle Sam should pay double price for portions of steamships such as the San Jacinto and Intrepid.—Baltimore Sun.

A communication, which appears in another column, from a naval engineer, accounts sufficiently, perhaps, for the slowness of the Princeton on her passage to Portsmouth; still, from the multiplicity of facts which are reported in the papers and the general concurrence of opinion respecting the deficiency and great inferiority of the machinery of our war steamers, there must be great fault somewhere; and we have a strong impression, founded in general principles, not from any professional knowledge, that the fault is in the system prescribed by law, and therefore lies at the door of Congress. That body some time ago committed the error of requiring that the fabrication of steam machinery for our public ships should be let to the lowest bidder; whether competent and reliable or otherwise, the contracting bureau has no authority to inquire, and is left no discretion to exercise. This system is practised by no sensible man in his private affairs, and is followed by no wise Government. Experience has long proven, and every new experiment only confirms the fact, that it is not only the dearest plan, but is always attended by dangers and losses to the Government service of a higher importance than mere money. But Congress rarely listens to so safe a counsellor as experience, even its own; it therefore adopted the lowest-bidder plan, long since exploded every where else, and the consequence has been one disaster and disgrace to our steam marine after another, until it has become the laughing-stock of the public, even of those whom the system was probably adopted to conciliate. This, too, while the Government possessed, and still possesses, in its own dock-yards, the most complete machinery, the most skillful mechanics, and all the means and appliances to boot, for constructing engines equal to any in the world. But for the sake of a momentary popularity, we presume, this system, plausible but hollow, has been adopted by Congress, at the risk of every steamship sent to sea, the hazard of the lives of their crews, and almost certain detriment to the public service.

RAILROAD OPENED FROM PORTLAND TO MONTREAL.—The Atlantic and St. Lawrence Railroad, throughout its whole length, was opened on Monday last, in the evening of which day the first train from Montreal arrived at Portland. It was received by a salute of thirty-one guns and the ringing of bells. The MAYOR made an address of welcome in a brief manner, and was responded to by the Hon. Mr. PENNOYER. The band played God save the Queen and Hail Columbia. The immense crowd which surrounded and filled the depot rent their loud cheers for the consummation of this great work.

LIEUTENANT-COLONEL NATHAN DOONE, of the 2d Dragoons, has resigned, his resignation taking effect on the 15th instant. He is at Ash Grove, Missouri, where he has been confined by sickness for some time. The condition of his health caused his resignation.

PRESIDENT PIERCE AND GENERAL SCOTT.—It is said that in the Crystal Palace last Thursday, when President PIERCE met Gen. SCOTT, he shook him warmly by the hand, and said, "Ah, General, I never expected to meet you on the name platform."

THE FISHERIES.—The St. John's New Brunswick learns from Halifax that, in order to ensure uniformity of action, and for the purpose of protecting the fisheries in the most efficient manner, the Executive Government of Nova Scotia has placed the colonial cruisers under the command of Vice-Admiral Sir George F. Seymour. The whole fishery squadron will therefore act under precisely similar orders, and be so disposed at various points as to work harmoniously together, and form a complete coast-guard during the fishing season.

SCIENTIFIC CONVENTIONS.

Lieutenant M. F. MAURY, Superintendent of the American Observatory, leaves town this morning, en route for Europe, to attend the Scientific Convention which is to be held in Brussels next month, under appointment and authority of the Naval Powers of Europe, to agree upon some uniform plan of observations, &c. connected with our distinguished countryman's Wind and Current Charts. After the Convention closes, we understand, it is a part of Lieut. MAURY's errand abroad to visit the celebrated Observatory at St. Petersburg for scientific purposes. He goes out under the authority and at the expense of our Government, and we are sincerely glad to see it recognizing the importance of science and a community of interest in scientific objects with the rest of the world by approving and instituting this commission.

There is another International Scientific Convention to assemble in Brussels this year, which also originated with one of our countrymen when he was abroad a year or two ago; we mean Mr. KENNEDY, late Superintendent of the Census; and the Convention is one of Statisticians, appointed by various Governments of Europe, for statistical investigations and uniformity of statistical works in different countries. This assembly of savants is to be held in September. It is to be regretted that the intelligent citizen in whose suggestion this Convention originated will not be authorized to represent our country in it. We have seen a recent letter from Baron QUETELET, one of the most distinguished scientific men of Europe and President of the Royal Academy of Belgium, in which the labors of Mr. KENNEDY, in connection with our own statistics and his contributions to the Institutions of Belgium, are highly complimented, and he urged to attend the Brussels Congress. M. QUETELET writes that the Congress promises to be a brilliant one, from the number of distinguished persons who will attend it. We published some time since a programme of the subjects to be discussed at this meeting, as set forth by the Central Board of Statistics of Belgium, and they certainly embrace questions of magnitude and great interest to all enlightened nations. As we have said, with Mr. KENNEDY originated the important questions which this National Congress meets to discuss and the objects to be consummated; and it may be added that his views were seconded by the administration of Mr. FILLMORE, and met with the ready concurrence of those officially connected with the various European Governments to whom they were presented.

TROUBLES OF THE NEW YORK DEMOCRACY.—A meeting of the Democratic State Committee of New York was held at the Astor House on Friday evening, at which resolutions were passed endorsing the Baltimore Platform, affirming the constitutionality of the Compromise Measures, and calling a Convention in Syracuse on the 13th of September to nominate candidates for State officers. The Barnburners seceded in a body.

The British steam sloop-of-war *Moder*, from Halifax 15th instant, arrived at Boston on Saturday, bringing the Hon. JOHN P. CRAMPTON, the English Minister to the United States, on his return from Nova Scotia, whither he went a week or two ago, as was reported, for the purpose of meeting Admiral Seymour, the British Admiral in command on the Halifax station. Mr. Crampton left Boston on Monday evening, on his return to Washington.

PUBLIC SPIRIT IN SAVANNAH, AND ITS RESULTS.—From official statements recently published we glean the following interesting statistics, showing what has been done by the city of Savannah in the way of public improvements during the last few years, and the effects produced thereby on its own condition:

"That city has subscribed and paid to the various railroad companies in the State of Georgia \$8,770,000, endorsed the bonds of another company to the amount of \$75,000, and has also recently subscribed \$1,000,000 to the Savannah and Pensacola railroad, making an aggregate for railroads alone of \$4,845,000. Besides this, she has contributed \$450,000 for steamships, \$100,000 for a canal, \$100,000 for gas-works, \$250,000 for water-works, and very recently \$160,000 for the improvement of her harbor, making an entire aggregate for public improvements of \$5,905,000. This for a city of only twenty thousand inhabitants speaks loudly for their public spirit, the effects of which are as follows: When the Central Railroad was commenced the population of Savannah was but about seven thousand; it is now twenty thousand. In the years 1841 and 1842 she shipped 870 bales of cotton, 45,000 sacks of rice, and 22,000,000 feet of lumber. During the years 1851 and 1852 she shipped 67,000 bales of cotton, 75,000 sacks of rice, and 43,000,000 feet of lumber. She has a continuous railroad connection with the Tennessee line, a distance of five hundred miles, to which two hundred miles more will be added on the completion of the Nashville and Chattanooga road. A connection with Knoxville, Tennessee, as well as with Memphis, will soon be effected, and another with the Mexican gulf, by the Girard road, when she will be the terminus of nearly two thousand miles of railroad."—Phil. Gazette.

THE LEGISLATURE OF WISCONSIN adjourned its session on the 13th instant. Among its last acts were the defeat of the Fulton Railroad bill by a tie vote, and the passage of a large number of appropriation bills. The Milwaukee Advertiser says that the State Treasury is bankrupt, there not being money enough left to pay the members of the Legislature a moiety of their per diem. To supply the deficit there must be another resort to taxation.

SCARCITY OF CORN.—The citizens of Augusta, Georgia, have called a meeting for the 1st of August for the purpose of preventing a scarcity of corn, by laying in a general stock, for all who wish will draw at cost prices.

ANOTHER PACIFIC ROUTE SURVEY.—It is stated in the Missouri Democrat, at St. Louis, that Col. FERNETT made preparations to start in November for a winter excursion to test the practicability of a passage through the mountains on the central route in the season of snows. The enterprise is entirely his own, unconnected with any Government aid, and is another illustration of that high character for perseverance and energy for which he is distinguished. The Government survey of the same route is entrusted to Capt. Gunnison.

COFFEE.—There are about a dozen species of the genus to which coffee belongs, but all of them are inhabitants of tropical countries. The *Coffea arabica* alone is cultivated, and yields the article known in commerce. The following is an estimate of the coffee produced in every part of the world at the present time:

Brazil	175,000,000 lbs.
Java	125,000,000
Cuba and Porto Rico	30,000,000
St. Domingo	35,000,000
Laguayra	35,000,000
Costa Rica	3,000,000
Ceylon	40,000,000
Malabar and Mysore	5,000,000
French and Dutch West Indies	2,000,000
The Philippines	3,000,000
Sumatra	5,000,000
Arabia (mocha)	3,000,000
Total	476,000,000

The cost of all this to the consumers is not less than one hundred millions of dollars a year. The yearly consumption of coffee in the United States is 43 lb. per head, five times more than Great Britain. It is thought that the introduction of coffee has condued to the promotion of sobriety, and that the enormous sums expended in this commodity would without it be thrown away in buying intoxicating drinks.

PUBLIC MEN AND MATTERS.

Our local chroniclers of yesterday supply us with the annexed items respecting official persons and matters:

THE MARYLAND DISTRICT JUDGESHIP, we have reason to believe, was tendered to the Hon. Mr. Carmichael, of the Eastern Shore, before being awarded to Wm. Fell Giles, Esq., whose appointment, judging from the tone of the Baltimore Patriot and other Maryland papers, proved exceedingly popular in the judicial district. Mr. Carmichael was in Congress with the President, and occupied a distinguished position in the National Councils. A formidable committee of Baltimore Democratic politicians, headed by Dr. Morris, the President of the City [Democratic] Convention, Dr. Cox, and other active managers, came down to Washington yesterday morning to urge Mr. Giles on the Administration; but the President had saved them the trouble, having appointed him before they arrived.

THE NEW MINISTER TO BRAZIL, Gov. THOMAS, will return home (from Washington) as soon as he concludes his current conferences with the heads of the State Department with reference to the details of his duties. He will then take his departure for the scene of his duties without delay.

THE SUGAR AND MOLASSES QUESTION.—The proper officers in the Treasury Department are busily engaged in investigations to enable them to determine whether to regard the recent efforts to introduce half-made sugar from Cuba into the port of New Orleans as fraud, or to pass the article on the payment of lawful duty on sugar.

THE PRINCETON'S BOILERS.—Commodore Shubrick has telegraphed the Department saying that, in the opinion of Chief Naval Engineer Martin, who has just inspected the Princeton's boilers at Portsmouth, New Hampshire, he will probably be able to so repair them as that she may sail for the fishing grounds about the close of this week. We trust that his expectations may be realized.

COMMODORE PERREY.—The Navy Department have despatches from Commodore Perry up to the 27th of April, when he was at Macao preparing to sail immediately in the Mississippi for Shanghai, China. He had been much embarrassed by failing to find the Saseoquana at Macao, awaiting his orders, she having sailed for Macao under a requisition from Mr. Commissioner Marshall. The Commodore had abstained from interfering in any manner with the intestine troubles of China, and he did not propose to involve his command in them, directly or indirectly. He expected on arriving at Shanghai to meet the sloop-of-war belonging to his squadron, and to sail (with all his ships) as soon as possible for Japan. The sloop, at the date of his letter, were cruising more especially for the purpose of making explorations and surveys, with the view of determining the best possible position for stations and depots for the relief and accommodation of our so fast increasing commerce, in steamers and sailing vessels, between California and China, which duty is to be prosecuted diligently whenever any of his vessels can be spared for the purpose. Nothing was known in China at the date of his letters concerning the probable manner in which his mission would be received by the Japanese Government.

THE SIX NEW REVENUE CUTTERS.—We understand that the six new revenue cutters just built at Bristol and Somerset, Massachusetts, by Mr. J. M. Hood, contractor—the builder of the now celebrated swift clipper ship Pathfinder—prove to be perfect models in their way. They are called the *William L. Marc*, the *Jefferson Davis*, the *James C. Dobbin*, the *Nancy McCalland*, the *James C. Campbell*, and the *Caleb Cushing*. They are expected to be at once taken to New York, where they will be fitted for sea as soon as possible, to proceed thence without delay to their several stations in the revenue service.

OFFICE-SHAKING.—The recent trip of the Executive was the signal for the dispersion of such of the remaining office seekers, from a distance, as possess the means of getting out of Washington. So, for a week past, the walls of the Departments have looked deserted, if not so forlorn as before. There has been a great deal of disconsolation upon the countenances of these gentlemen for a month or two past, telling of their sickness of heart, which arose from hope deferred. They gave even the walls against which they leaned hour after hour a forlorn look indeed. It made our heart bleed to see them, and to listen to their sighs.—Evening Star.

THE STEAMER WATERBURY, Lieutenant Commodore Swartwout, was at Tampico on the 1st of July, awaiting the return of Major Mordecai and his companions of the Gardner investigating commission. They were expected to reach the steamer within a fortnight, and may therefore be expected home about the 1st proximo.

The frigate *Columbia*, with Minister SOLON BOLAND, is expected to sail for San Juan on or about the 20th. It is not unlikely she may be ordered to join the fishing squadron at Halifax, together with the sloop-of-war *Albatross*, soon after she shall have performed the duty now assigned her. The *Cyane* is also expected North soon, with recruits from Pensacola, whom she will transfer to the frigate *Savannah*, at Norfolk, and then proceed to the fishing grounds.

Secretary GUTHRIE, during his recent visit to New York, made examination of several buildings offered the Government for purchase for the United States assay office at that point; but the Secretary made no selection, the price demanded for the only buildings that would answer being deemed exorbitant. It is not improbable that the two buildings adjoining the custom-house on Wall street may be offered at prices that will secure their purchase.

Attorney General CUSHING returned from New York with the President, having declined the invitation to deliver an address at Harvard commencement—the time occupied in his recent excursion being all he deems it advisable to spare at present from the duties of his office. [Republic.]

The number of registered waiters at the New York Crystal Palace on Monday was 6,227, exclusive of some thousands who came in on business connected with the exhibition.

GUATEMALA AND HONDURAS.—Advices from Guatemala state that Gen. CARRANZA has refused to ratify the convention entered into by Gen. Carrara with the Honduras authorities, and the questions between the two Governments had relapsed into their former irritated state. The official paper of Guatemala expresses itself with much bitterness against the Government of Honduras, but in such manner as leads to the supposition that Guatemala will not take the initiative in open hostilities. The Costa Rican papers think that Honduras has not showed a true spirit of conciliation in the matter, as she did not follow the example of Guatemala and decrease her forces on the prospect of an arrangement.

COMMERCE OF NEW YORK.—During the first six months of the present year twenty-three thousand vessels passed, in the day time, the light-house on Staten Island, at the entrance to the harbor of New York. The largest number recorded in any one day was two hundred and eighty-four vessels, and the smallest in the record is nineteen, which was on the 17th of June. This would make about fifty thousand vessels in the year, including those passing in the night time, of which no record is kept.

THE PRICE OF WHEAT.—This country is more interested, peculiarly, in the threatened rupture between Turkey and Russia, than is generally supposed. The first cause of strife will be the Danubian Provinces, the wheat region of the North, from whence more than half of our commodity is exported to England than from all the world besides. A war would cut off that supply entirely; and it is the knowledge of this fact which, more than any thing else, has caused the recent slight advance in England. Such a result would of course greatly benefit this country. And yet war is too terrible in its consequences to be prayed for unless other than mere pecuniary good to ourselves is to result from it. It is proper, however, that the fact should be understood that, should this threatened war ensue, there would probably be a very important advance in the price of wheat in this country.—Albany Journal.

MEXICAN VIEWS OF THE MESILLA QUESTION.

The New Orleans "Delta" translates the following article from the *Trait Union*, published at the city of Mexico, in regard to the difficulties between Mexico and the United States:

"If ever war is imminent in Europe, we think it may be considered equally so, under certain circumstances, between the United States and Mexico. The violent language of the official Journal at Washington bodes nothing good. It would seem that the Government of Gen. PIERCE is to have the Mesilla Valley, and that a military expedition is preparing to contest the point with Gen. TOLSON, provided he opposes any resistance, which he will. Certain American correspondence, it is true, declares that Gen. GARRISON, United States Minister, comes charged with full power to settle the whole matter. His negotiations consist in an offer by the Cabinet at Washington to cut short all further difficulties, to indemnify Mexico for the loss of the Mesilla Valley, and to purchase from her another portion of the territory in the valley of the river Gila. The United States thus presents in one hand the purse and in the other the sword. We doubt much whether Mexico will accept the first, and must then, per force, take up the latter."

In regard to the rights of Mexico to the Mesilla, the *Trait Union* has the following:

"M. SALAZAR ILARRURI, Chief of the Mexican Boundary Commission, has sent to the Government a long and remarkable work upon this subject. Mr. Salazar maintains and proves that Mexico has an uncontested right to that portion of territory, and that the decisions of the Commission are of the same force as the stipulations of the treaty of Guadalupe. His convictions are so strong that he has intimated to the Government that he will resign if the least concessions are made to Gen. Lane. This puts the question on both sides. The difficulty has become serious, and the chances for an arrangement are little favorable."

The *Eco del Comercio* of Vera Cruz, a most decided Santa Anna paper, says:

"The Valley of Mesilla has no importance whatever. Its assumed advantages for a railroad route to the Pacific have been proved false; it has no mineral, nor agricultural, nor industrial value. The demarcation, therefore, to usurp it is sustained for the purpose of creating differences, of provoking strife, and involving us in a new war. The blood boils in our veins at the flagrant and criminal transgression of the laws of society. If we are destined by Providence to be the victim of American ambition, let our destiny be fulfilled, for it is a hundred times better to perish in unequal combat than to bear such insults."

The Hon. SAMUEL APPELTON, of Boston, who died a few days ago, left a will dated February 28, 1851, and a codicil dated October 8, 1852, and a billion of dollars of property. He leaves to his wife a specific bequest amounting in value to \$200,000. He makes forty-two other bequests to nephews and nieces and others, amounting in all to \$820,000 more; among which may be mentioned \$5,000 "to his friend and pastor, Rev. Ephraim Peabody;" and \$5,000 to the servants living in his family at his decease, to be distributed among them in the manner and according to proportion to be fixed upon by his widow. He then bequeaths to his executors manufacturing stocks of the value of \$500,000, to be by them distributed for religious, literary, religious, or charitable purposes. The residue he bequeaths to his relatives before named, in proportions corresponding to the particular sums previously given them.

Brevet Capt. ELIAS K. KANE, of the U. S. Army, died at Belleville, Illinois, on the 9th instant, in the 31st year of his age. He graduated at West Point in 1841, and since then has been attached to the Army. The Belleville Advocate says of him:

Capt. K. passed through Mexico, under the command of Gen. Taylor, with distinguished honor to himself, and was breveted a Captain at the close. He was captured with Capt. Thornton at the opening of the war, when the first blood was shed, and remained a prisoner a few weeks, when he was exchanged. He was at the siege of Monterey, and he was stationed there during the battle of Buena Vista. He came up with reinforcements from Monterey to Buena Vista early in the morning after the battle, having been engaged with his commander, Gen. Marshall, during the day of the battle, in guarding the pass of Rinconada, to protect Gen. Taylor's rear. After the war he went with his family, a wife and a child, in the expedition from Santa Fe to Santa Fe, under Col. Washington. He was thence ordered to California, where he acted as Quartermaster for a great part of the period from 1847 to 1849. He discovered immense sums of Government money in the perfect satisfaction of his superiors at Washington. No complaint was ever made of any part of his conduct in any trust that was ever committed to his care. One of the youngest officers in the army, he stood among the highest in every quality of the man of honor, the soldier, and the gentleman."

THE CRISTAL PALACE EXHIBITION at New York improves in appearance daily, according to the papers of that city. Workmen are busy continually unpacking, adjusting, labelling, arranging, &c., and each day makes a wonderful difference in the aspect of the show. In the Holland section there are some very costly and rich goods of all kinds, but Italy attracts most attention with its statuary and paintings. The English department looks gloomy enough, hardly any of the goods being unpacked. On Friday, the last public day of the exhibition, 5,450 tickets were sold, and \$1,039.50 in cash was received, the number of persons admitted during the day being seven thousand, and the collection for the Washington Monument amounting to \$41,000. During the day one hundred and fifty foreign packages were received at the foreign office, mostly German consignments, and a very considerable number of packages were handed in for the American department, in addition to which fifty large cases of goods passed through the custom-house. This whole building will be crowded with goods to its utmost capacity for display.

THE LATE STEAMSHIP DISASTER.—Full particulars relative to the calamitous disaster on board the steamer *Empire* on Saturday morning show that seven persons were killed and twenty scalded. The steamer left Troy at 7 o'clock Friday evening, and at 2 o'clock the next morning came in collision with the sloop *Gen. Livingston* about six miles below Poughkeepsie. Both were running at full speed, and came violently in collision. The sloop's bowsprit entered the steambow immediately before the wheel, on the larboard side, and penetrated to the fire-room. An explosion of the boilers immediately ensued, throwing the boilers and smokepipes into the river, and tearing away the state-rooms, deck, and hog-frame, and twisting up the iron rods and braces as if they had been wire. Most of the passengers were in state-rooms remote from the place of explosion and escaped injury. Some, however, are supposed to have jumped overboard, and several of the firemen who slept near the boilers were dreadfully scalded. A sloop came alongside soon after and landed most of the passengers; after which the bulk took fire from the heated boiler, then exhausted of water, but the flames were speedily extinguished by the apparatus provided in conformity to the new steamboat law.

The name of the Washingtonian who was scalded is N. C. BENNETT, (not Bullitt, as before stated.) He is a portrait painter, and, though considerably scalded, he is not in a dangerous condition.

ELECTRIC GAS.—This is gas produced from water by means of electricity, and by which is developed for the first time the extraordinary phenomenon of burning the two gases together, without the least fear of explosion, which the most scientific and learned men have heretofore deemed an impracticability. But we have witnessed the result, and can attest its truth. The gases produced by electricity are entirely free of sparks, have no deleterious noxious odor, and are free from all possibility of explosion; each of which advantages are of so important a character as to be alone sufficient to insure public safety. Its production requires no expensive materials, nor are large premises necessary, whilst all existing pipes and lamps may be used if requisite; and in the economy of production there will be a saving of at least fifty per cent. upon the present cost of gas.—Mining Journal.

WILLIAMSBURG, JULY 18.—Our town, for the past week, has been shrouded in mourning and gloom. Melancholy is depicted in every countenance. Business is at a standstill, and every thing appears paralyzed. We have the sad task to record sixteen deaths, which have actually occurred in our town and immediate neighborhood during the past week.—Sun.

FROM SOUTH AFRICA.

We have received papers from the Cape of Good Hope to the 28th of May. The country was beginning to recover from the effects of the two years' war, and wool and other produce was going forward to England in large quantities. On the celebration of the anniversary of the Queen's birth, at Cape Town, three thousand school children paraded the streets. The Cape Town papers say that while in England and Wales the ratio of children educated is one in eight and a half, in Cape Town it is one in six.

The alleged gold discoveries in Natal had turned out to be a mistake. Certain returned Australians, who had purchased what they took to be a gold field, were industriously digging, but had not as yet found any nuggets. It is said that the specimens found were so minute that a sneeze of the finder caused them to disappear.

At Graham's Town there had been feelings of hostility to the new Constitution expressed on account of jealousy of Cape Town, which is made the capital.

Sir George Clarke has arrived at Cape Town, having been appointed by the Government as a commissioner to settle the affairs of the Orange River sovereignty, and also, with Gen. Cathcart and Mr. Owen, to settle the matter of the eastern frontier. This matter of boundary between the civilized settlements and the barbarous tribes of Southern Africa is like to be a matter of some considerable trouble to the English Government. The South African Advertiser says:

"Along an open frontier five or six hundred miles in extent the colony touches the territories of not less than seven or eight African chiefs, with all of whom we have had ineluctable connections in peace and in war. The problem is how to preserve tranquillity among all these potentates, and to protect the inhabitants of the thinly-peopled districts from being overrun any moment in case of a misunderstanding."

A despatch dated Vicksburg, July 18, says "the treble work over the Pearl river fell last night." The bridge referred to is not the one connected with the Vicksburg railroad.

The Hon. NELSON BROWN, of Tennessee, late Minister Plenipotentiary from the United States to the Court of Russia, Mrs. Commodore HULL, and the Princess MURAV came passengers from Europe in the steamer Franklin.

From a giving way of a ring-bolt on board the London, belonging to the British navy, the cable fell round with such force as to kill Lieut. Chapman and six men, who were sitting down to dinner, and wounded nine others.

Something like forty bills of indictment have been found by a Grand Jury of the United States Circuit Court in Michigan against parties engaged in depreeding upon the Government timber lands.

THE STEAM FIRE-ENGINE.—A communication from the builder of the Cincinnati steam fire engine appears in the Journal of the Franklin Institute for this month. From this account we learn that the boiler of the engine is a continuous coil of iron pipe, which is surrounded by fire. The water injected into this receiver is almost immediately converted into steam, and five minutes only is required to put the machine in operation. Four men and four horses is all the force required. As regards the pumping power of the engine, it is said it can throw either one or six streams, and will discharge about two thousand barrels of water per hour. It has two suction pipes, six and a half inches in diameter and twenty-four feet long, each consisting of one piece. They are always attached to the engine, cross each other in front, and lay back on either side. The greatest throw of water yet made is stated to be two hundred and forty feet from the end of the nozzle, measuring one inch and three-quarters, to where the solid body of the stream fell, and two hundred and ninety-one feet to the point reached by the spray.

FROM BUENOS AYRES.

The Boston Daily Advertiser publishes the following extract from a mercantile circular from a house in Buenos Ayres, under date of May 30, containing information of some interest:

"We are still in the same state of siege as before; the negotiation which had commenced, by the mediation of the Brazilian and Bolivian Ministers, has not been renewed. On the 24 of June all merchant vessels will have to leave this port, loaded or not, and it is reported that no extension of time will be granted. The Congress of Santa Fe has sanctioned a constitution, also a custom-house law, with facilities of deposits, and we believe to the one now in force here, and another acknowledging the free navigation of the rivers. The town of Buenos Ayres is named the capital of the Confederation. If the town does not accept the constitution, then another place will be chosen. A commission has been appointed by Congress to present the constitution to this Government, but we have no hopes of its being accepted."

TERRIBLE STROKE OF LIGHTNING.—We regret to learn that a killer of Warren Cooley, of this city, was instantly killed by lightning Tuesday morning last, at Peoria, Wyoming county. The deceased, Francis Cooley, was standing in his store, filling a champagne can, when the lightning, entering at the back of the building, struck him near the head, and passed out through his heel, entirely stripping him of his clothes, and causing instant death. The champagne was also inflamed, and when Mr. Cooley entered the room, hardly a moment having elapsed, the deceased was standing upright against the wall enveloped in a sheet of flame. The part of the building where the lightning entered was used as a store-room for scythes and other agricultural implements, which were thrown in all directions. Mrs. Cooley and her sister were sitting at the time about a table, in a room over the store, and the top of the table was separated from its legs in an instant. Two persons were in the store at the time; one, a young man, standing near the door, was tossed into the street a distance of more than twenty feet; the other, a lady, was prostrated and rendered senseless; but neither was seriously injured. The deceased was about thirty years of age and married, but without children.

[Union (N. Y.) Herald.]

THE SLAVE BARQUE JASPER.—It was stated yesterday that three American seamen were in prison at Havana under the charge of having formed a part of the crew of the slaving barque Jasper, which, after landing its cargo on that island, was set on fire. They have addressed a statement to the American Secretary of State, in which they mention nothing of the other Americans who were among the crew, namely, William Radcliff, William Hayes, second mate, a boy, Coles, and the cook, a black man, named Robinson. The Havana correspondent of a New York paper suggests that most probably the first three were murdered to be got rid of, and that the negro was sold among the slaves. The shipping-masters with whom these sailors shipped in New York were Messrs. Clarke and Dean. The slaver *Lady Suffolk* is at length in safe hands. The *Jasper* was built at Portland, Maine. [Courier.]

A SOLITARY VOYAGER.—The schooner *Empire*, Capt. Barker, arrived at Boston on Saturday from Darien, Ga. During the voyage all of the crew, consisting of two sailors, a cook and boy, together with the mate, died of Southern fever. The last man died on the 9th instant, and which time Capt. Barker has been obliged to navigate the vessel and bring her into port alone. He himself had been sick, but had recovered. He was for six days alone in the ocean."

A HEAVY ROBBERY OF BONDS, &c. occurred at the corner of Broadway and Wilson, No. 83 Beaver street, New York, on the 5th, of a large pocket book, containing securities for upwards of \$50,000 in railroad bonds, certificates of stock, checks, &c., and the whole property has since been recovered. The Journal gives the following account of it:

"At the time of the robbery the clerk was in the office, but had fallen asleep in his chair, and the thief took the property and fled. The negotiation of the bonds and papers was immediately stopped, and the bank was notified in relation to the dividend check of \$25. Nothing was heard of the stolen property until the afternoon of Friday last, when the check was presented at the counter of the bank by a German boy named Francis Kern, who resided at No. 155 Broadway. The clerk recognized it at once, and gave some bank bills to the boy, telling him to take them to the person whom he had received the check. The boy went out, followed by the clerk, Mr. Samuel H. Orton, and proceeded to the opposite side of the street, where a Frenchman named Chas. Jean Godard, a paper-box manufacturer at 499 Broadway, was sitting on the steps of a building. The latter immediately arose and went towards the boy, but when he saw that he was followed by Mr. Orton, he stopped suddenly, turned around, and attempted to run. Mr. Orton seized him and handed him over to the custody of officer Van Winkle. On searching his person a business card showing his name and address was found. The prisoner was then taken before Justice Osborn, who granted a warrant for his arrest, which resulted in the recovery of the pocket book and all the stolen property. He was then committed by the magistrate, in default of \$5,000 bail, for trial."

FROM HAVANA.

A lamentable accident occurred at Havana on the 10th instant. A horse-race was to come off on the "Military Parade Ground," just outside the city walls. For the accommodation of the spectators temporary seats were erected, some of them twenty feet high. Just as the Captain-General entered, and the sports were about to commence, a portion of the seats gave way, precipitating some five hundred persons below. Two or three persons were killed, and about forty or fifty wounded, comprising all ages and sexes.

Three American sailors belonging to the barque *Jasper* (which vessel recently landed a cargo of slaves on the island of Cuba) have been imprisoned in the Moro. They say they shipped in New York, and when the nature of the trade the vessel was to be engaged in was made known to them—which was after leaving New York—they endeavored to get away from her, but were prevented by the other part of the crew, consisting of Spanish and Portuguese, who threatened to take their lives, and they were compelled to make the voyage.

The ship *Lady Suffolk* was before reported as having, after landing a large cargo of slaves, been scuttled and sunk. This, it now appears, was not the case, as she went to one of the small ports on the south side of the island, where she was taken possession of by the British man-of-war brig *Daring*.

FROM THE RIO GRANDE.

The Brownsville "Flag" of the 20th ultimo has the following items:

The Grand Jury of the United States District Court was still in session on the 6th instant, inquiring into the outrages committed by Norton and his accomplices on the town of Reynosa.

On Monday last the following persons appeared before the United States District Court under the indictment of having violated the neutrality laws of the United States, viz: Jose M. J. Carvajal, B. R. Ford, E. R. Ford, A. J. Mason, A. Norton, B. C. Trimble. A petition was made by defendants for a change of venue, which was granted by the court, no opposition having been made thereto. Each of the defendants was bound over in sureties to appear at the next term of the court in Galveston, to be held in January next.

By passengers from above, arrived on the steamer *Camacho* on Sunday last, we learn the following: On the 10th instant information was received by Capt. Granger, of the *Rifle*, stationed at Bellville, opposite the Mexican town of Guerrero, that a party of fifteen or twenty